

7850

~~RESTRICTED~~

Diag. Cht. Nos. 9380 & 9400

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. PI-1250 Office No. H-7850  
(Insert PI-16250)

LOCALITY

State ALASKA

General locality CAPE PRINCE OF WALES

Locality BERING STRAIT

194 50

CHIEF OF PARTY

T. B. Reed

LIBRARY & ARCHIVES

DATE Feb. 21, 1951

7850

FEB 21 1951

Form 587  
(Ed. June 1946)

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No. H-7850

Field No. PI-4250  
Insert PI-16250

State Alaska

General locality Cape Prince of Wales

Locality Bering Strait

Scale 1:40,000 Date of survey 17 July<sup>y</sup> - 21 August 1950

Instructions dated 19 May 1950

Vessel Ship PIONEER

Chief of party Thos. B. Reed

Surveyed by Ship's Officers

Soundings taken by fathometer, graphic recorder, ~~hand lead and~~

Fathograms scaled by Fathometer Readers and Ship's Officers

Fathograms checked by Ship's Officers

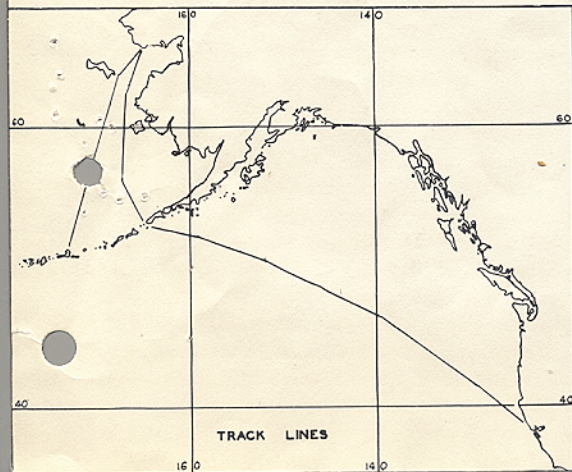
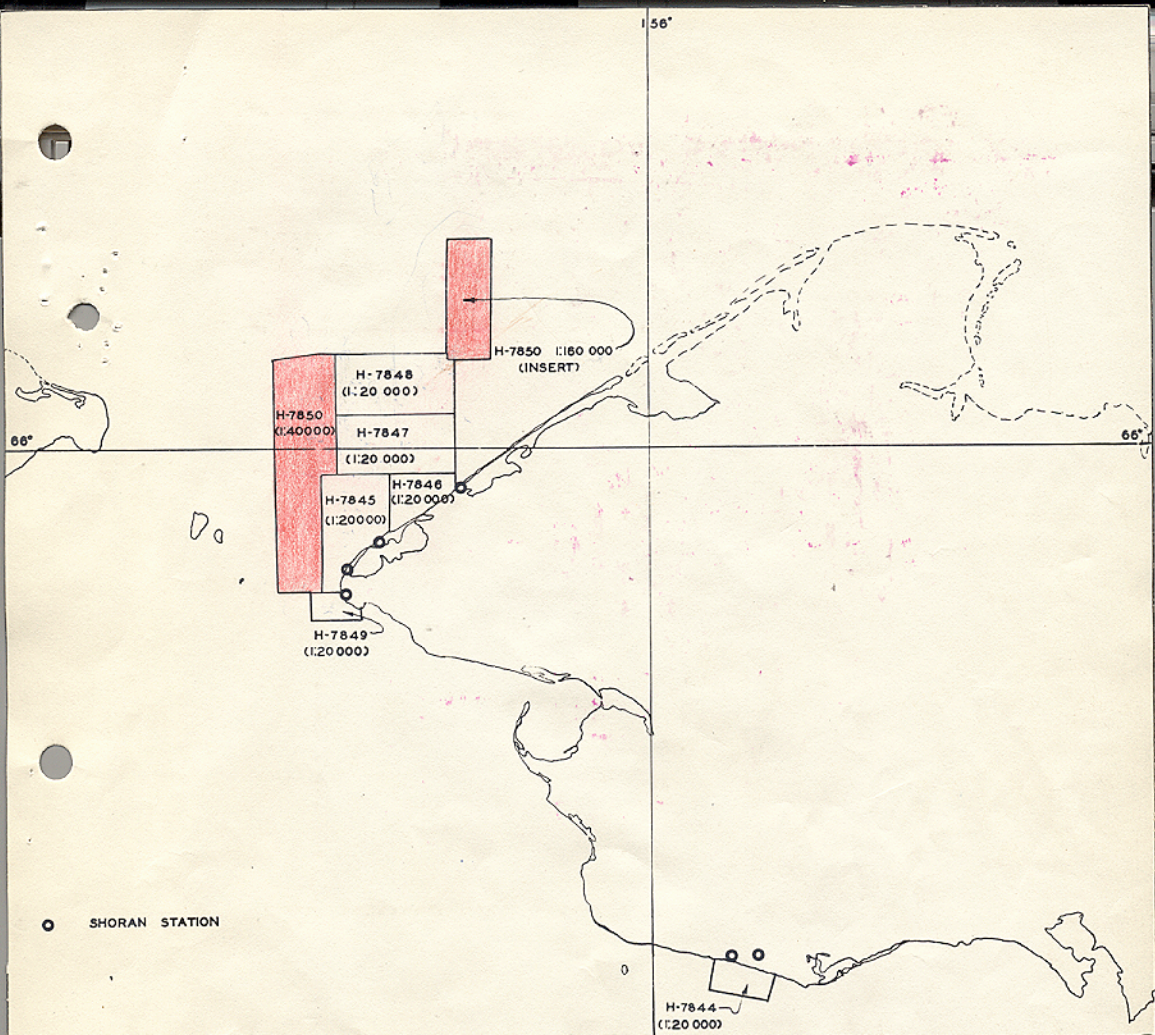
Protracted by A. R. Benton Jr.

Soundings penciled by A. R. Benton Jr.

Soundings in fathoms ~~feet~~ at ~~MSL~~ MLLW

REMARKS:





PROGRESS SKETCH  
TO ACCOMPANY SEASONS REPORT

U.S. COAST & GEODETIC SURVEY

COMBINED OPERATIONS

9 JUNE 23 SEPT. 1950

SEWARD PENINSULA  
NOME & CAPE PRINCE OF WALES

SHIP PIONEER  
THOS. B. REED COMDG.

PROJECT C.S. 34 I

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SURVEY

H-7850

(Field PI-4250)  
(Insert PI-16250)

BERING STRAIT

Project CS-341  
Ship PIONEER  
Scale 1:40,000

Season of 1950  
Thos. B. Reed, Chief of Party  
Surveyed by Ship's Officers

A. PROJECT

The work was done in accordance with the following instructions for Project CS-341.

Original Instructions <sup>dated</sup> ~~dated~~ 19 May 1950  
Amended Instructions dated 19 May 1950  
Telegram dated 1 August 1950

B. SURVEY LIMITS AND DATES

The general locality is Bering Strait from Cape Prince of Wales northward for approx. 30 N. miles. The limits are from Lat.  $65^{\circ} 36' N$ , to Lat.  $66^{\circ} 16' N$  and from Long.  $168^{\circ} 07' W$  to Long.  $168^{\circ} 33' W$

A reconnaissance survey was run in the area about 60 statute miles N NE of Cape Prince of Wales to investigate a reported 8 fathom shoal. This is shown on insert, scale 1:160,000. The limits of this reconnaissance survey are Lat.  $66^{\circ} 15' N$  to Lat.  $66^{\circ} 35' N$  and from Long.  $167^{\circ} 05' W$  to  $167^{\circ} 20' W$ . *shoalest Depths in this area are 14 to 17 fms.*

Junctions are made with other surveys as shown on accompanying Index of Surveys.

Field work was begun on 17 July 1950 and ended 21 August 1950

C. VESSEL AND EQUIPMENT

The hydrography was performed exclusively by the Ship PIONEER. The following sounding equipment was used.

808J No. 103S, 808J No. 108S, 808J No. 129S.

D. TIDE AND CURRENT STATIONS

Tide reducers were obtained from the tide gage at Lopp Lagoon, Cape Prince of Wales, with the exception of 21 Aug. on which date reducers were obtained from the gage at Port Clarence.

A tide note is included with this report.

Three current stations were set up within the limits of this survey and all data therefrom will be submitted separately.

E. SMOOTH SHEET

The projection and shoran arcs were constructed by hand on the Ship PIONEER.

## F. CONTROL STATIONS

All of the triangulation stations used for control on this survey were located by the Coast & Geodetic Survey and are on the NA 1927 Datum.

Shoran station PRIN was located by theodolite and chain traverse from Wales, 1944, and computed and plotted on topographic sheet\*PI-D-50. Station CHUK was located in the same manner from IKPEK, 1949, and plotted on\*PI-B-50. Station LAG was similarly located from LYNX, 1949, and plotted on\*PI-C-50. Field computation data was furnished for the 1949 stations.

Desc. Report for  
PI-B&C-50 filed  
with H-7846.  
Desc. Report for  
PI-D-50 filed  
with H-7844.

This survey was controlled by Shoran exclusively.

\* Unregistered sheets to be  
destroyed.

## G. SHORELINE AND TOPOGRAPHY

No shoreline and topographic work other than that necessary for location of shoran stations was done on this survey.

## H. SOUNDINGS

Depths were obtained by the fathometers enumerated in paragraph C. All soundings were scanned from graphs and then verified. A list of the applied fathometer corrections is included with this report.

## I. CONTROL OF HYDROGRAPHY

As previously stated, all work was controlled by shoran.

## J. ADEQUACY OF SURVEY

This survey is considered adequate to supersede prior surveys for charting.

Junctions with all adjoining sheets were satisfactory.

## K. CROSSLINES

Crosslines consist of approximately 13% of the total lines run.

All crossings are in good agreement.

## L. COMPARISON WITH PRIOR SURVEYS

There are no prior surveys of this area by this Bureau.

## M. COMPARISON WITH CHARTS

Chart No. 9380, revision of 13 February 1950, is the only one available for this area, but unfortunately it is of such a small scale, and soundings are so widely scattered that it is impractical to use for purposes of comparison. Since hydrography on this survey is well controlled throughout, it is recommended that it supersede all prior work for charting.

Review  
par. 6a.

N. DANGERS AND SHOALS

There are no dangers to surface navigation within the limits of this survey.

O. COAST PILOT INFORMATION

See "Coast Pilot Notes", 1950, submitted 20 October 1950.

U. GENERAL FATHOMETER CORRECTIONS

Abstracts of fathometer corrections, consisting of velocity, instrumental, and initial corrections, are included with this report.

V. SHORAN CORRECTIONS

An abstract of Shoran corrections used in this survey is included with this report.

W. DATA INCLUDED WITH THIS REPORT

1. Index of Surveys
2. Velocity Corrections
3. Abstract of Instrumental Corrections
4. Shoran Summary, 1950
5. Shoran Corrections, 1950
6. Initial Corrections
7. Abstract of Statistics
8. Approval Sheet
9. Tide Note
10. Tide Reducers

Z. TABULATION OF APPLICABLE DATA

The following special reports apply to this survey:

1. Instrumental Corrections, CS-341, 1950 - To be submitted
2. Graphic Control Surveys, PI-B-50 & PI-D-50, / Transmitted to Portland
- With H-7844-* 3. Velocity Corrections, CS-341, 1950 Photo. Office 1-8-51 /
4. Coast Pilot Notes - submitted 20 Oct. 1950
5. Current Data, CS-341, 1950 - To be submitted

Respectfully submitted:

*Arthur R. Benton Jr.*

Arthur R. Benton Jr.  
Ensign USC&GS

Forwarded:

*Thos. B. Reed*

Thos. B. Reed  
CDR. USC&GS  
Comdg. Ship PIONEER

VELOCITY CORRECTIONS - FATHOMS  
PI-4250 & PI-2250 CS - 341  
H-7850  
17 - 21 July 1950

Depth From	Depth To Fms.	Corr'n
0	4.0	0.0
4.2	7.6	-0.1
7.8	11.2	-0.2
11.4	14.8	-0.3
15.0	18.2	-0.4
18.4	21.8	-0.5
22.0	25.2	-0.6
25.4	28.6	-0.7
28.8	32.2	-0.8
32.4	35.6	-0.9

Comp. WHM  
Checked. PAW  
Copy.

VELOCITY CORRECTIONS  
Ship PIONEER 1950 <sup>H-7850</sup>  
To be applied to Sheet PI-4250, from  
2 August 1950 to 21 August 1950

DEPTH, Fms.		CORR'N., Fms.
<u>From</u>	<u>To</u>	<u></u>
4.2	8.2	-0.1
8.3	12.2	-0.2
12.3	16.2	-0.3
16.3	20.3	-0.4
20.4	24.3	-0.5
24.4	28.5	-0.6
28.5	32.8	-0.7
32.9	37.0	-0.8

Comp. BCS  
Checked PAW  
Copy



VELOCITY CORRECTIONS

Ship PIONEER 1950

To be applied to Sheets PI-2350, PI-2450, PI-2550 and  
PI-16250, from 28 July 1950 to 22 August 1950.

Insert 11-7-50

DEPTH, Feet		CORR'N., Feet
From	To	
11.0	20.0	0.0
20.5	34.0	-0.2
34.5	46.0	-0.4
46.5	58.0	-0.6
58.5	70.0	-0.8
70.5	81.5	-1.0
82.0	93.0	-1.2
93.5	104.5	-1.4
105.0	116.0	-1.6
116.5	127.0	-1.8
127.5	138.0	-2.0
138.5	149.0	-2.2
Over 149.0		-2.4

DEPTH, Fms.		CORR'N., Fms
5.7	11.6	-0.1
11.7	17.4	-0.2
17.5	23.0	-0.3
23.1	28.4	-0.4

Comp. WNM  
Checked FN  
Copy Checked

INSTRUMENTAL CORRECTIONS, CS-341  
 808J FATHOMETERS # 69S, 103S, 108S, & 129S

18 July - 13 Sept., 1950 H-7850  
 PI-2250, 2350, 2450, 2550, 2650, 4250 & 16250

	From	To	Corr	Corr.	FEET		FATHOMS	
					Corr.	Corr.	Corr.	Corr.
	1950	1950	A	B	C	D	A	
69S	4 Aug.	12 Aug.	-1.0	-1.0	-0.8	-0.4		
	13 Aug.	13 Aug.	-0.4	0.2	0.0	-0.2		
	10 Sep.	12 Sep.		-0.3	-1.2	-1.4		
103S		0400						
	4 Aug.	16 Aug.	-1.0	-0.6	-4.4	-9.4	0.0	
	0401	16 Aug.	+0.4	+0.4	-3.6	-3.6	0.0	
108S	18 July	22 July	-1.0	-1.3	-2.4	-2.4	-0.4	
129S	18 July	20 July	+1.2	0.0	+1.2			
	27 July	0408						
		29 July		+0.4				
	0409							
	29 July	5 Aug.		-0.6				Except as noted below
	27 July	5 Aug.	-0.6		+1.4	+3.6		Except as noted below
	17 July	21 Aug.					0.0	
	15-34-30	16-59-00						Special corr. based on
	30 July	30 July	+0.2	+0.2				Sim. Comp. take, 1600,
								30 July
	0849	0909						*Arbitrary correction
	1 Aug.	1 Aug.		+1.4				Survey H-7846
	0909	1721						**Arbitrary correction
	1 Aug.	1 Aug.	+0.4	+0.4				Survey H-7846
	0541	1803						
	2 Aug.	2 Aug.	+0.4	+0.4				**Arbitrary corr. H-7846

\* Correction of plus 2.0 ft. applied to mean correction

\*\* Correction of plus 1.0 ft. applied to mean correction

SHORAN SUMMARY - 1950 SEASON

SHIP PIONEER

Project CS-218 Sheets PI-4150, 8150, 8250, 16150  
Project CS-341 Sheets PI-2150, 2250, 2350, 2450, 2550, 4250

The following Shoran Stations were installed and operated by the Ship PIONEER during the 1950 field season:

- Station GARE on NW side Gareloi Id., Aleutians, elevation 840 ft.
- Station SEMI on east side Semisopochnoi Id., Aleutians, elevation 820 ft.
- Station HILL 3.7 naut. miles NE of Nome, Alaska, elevation 380 ft.
- Station QUON 2.0 naut. miles NE of Nome, Alaska, elevation 45 ft.
- Station PINE 0.5 naut. miles East of Wales, Alaska, elevation 770 ft.
- Station LAC 12.3 naut. miles NE of Wales, Alaska, elevation 70 ft.
- Station SHUK 25.2 naut. miles NE of Wales, Alaska, elevation 155 ft.
- Station TAN 3.0 naut. miles NNE of Wales, Alaska, elevation 50 ft.

In addition Station TINY installed by the Ship EXPLORER on the eastern end of Amchitka Id. (Constantine Harbor), Aleutian Ids. was used for a short time.

This season a refinement was used in taking the periodic "zero checks". The receiver was tuned to approximately 250 mcps (the normal received pulses on the ship equipment are 310 mcps) and only the high frequency output pulse from the ship transmitter was used on both the rate and drift channels (the two output frequencies of the ship equipment are 230 and 250 mcps). The various zero check readings agreed so closely that an average correction was applied for each shore station.

Prior to leaving Oakland each shore set was taken to a triangulation station approximately 29 statute miles southeast of the ship site and was calibrated against each ship set. In all cases the zero set reading was adjusted so that actual or true distance readings were observed on the ship indicators.

On the two shore installations in the Aleutian Ids. (GARE AND SEMI) it was not practicable to calibrate the observed distances against true distances due to rough seas and inclement weather. Selected fixes that occurred on the GARE-SEMI range were abstracted and the shoran distances were compared to the true distance (computed). The average distances for the shoran failed to add to the true distance by less than .01 mile and therefore there were no corrections applied to GARE or SEMI. The zero check readings for these two stations have a run of ~~plus~~ 1.005 mile from the average. The correction for TINY was obtained while plotting smooth Sheet PI-8250 to obtain a minimum jump on the sounding lines when changing the shoran stations.

Three-point fixes were used to obtain the correction for HILL and QUON. Triangulation stations were used in all cases with an average distance of 3 miles for the ship and Launch #3 (Launch #3 was in the chocks and the angles were taken at the Launch antenna) and 2.5 miles for Launch #4. Simultaneously with the fixes the shore distances were read. The true distances were obtained mathematically.

For the field work around Cape Prince of Wales the same shore equipment was used at LAG, CHUK, and HAN with the only difference being in the length of coax cables (130 feet for CHUK and 82 feet for LAG and HAN). The equipment at PREN was not changed during the time the station was in operation. Three-point fixes on triangulation stations were used to obtain the shore corrections on PREN and CHUK (the data on CHUK used also for LAG and HAN). The Ship and Launch were close to the station, as in the case for HILL and QUON. There were no tests made for Launch #4 (it was assumed that the test for Launch #3 would suffice as the installations were similar) as the shore equipment kept breaking down due to an inadequate power supply - an Onan Gasoline Generator was mounted on the fantail and the roll and pitch of the Launch caused excessive voltage fluctuations.

The various zero-check readings for HILL, QUON, PREN, LAG, CHUK and HAN agreed closely - plus or minus .008 mile being the maximum from the average.

SHORAN CORRECTIONS 1950

Project CS-218, CS-341

Ship PIONEER

GARE	Ship	Plot as observed
SEMI	Ship	Plot as observed
TINY	Ship	Plot as observed
HILL	Ship, Launch #3 Launch #4	Add .03 miles Plot as observed
QUON	Ship, Launch #3 Launch #4	Add .02 miles Plot as observed
PRIN	Ship (Set #4) Ship (Set #3) Ship, (Set #3) Launch #3 & #4	Add .02 miles Add .01 miles for sheets PI 2350, 2450 & 2550 Plot as observed for sheets PI 2250, 4250 Plot as observed
CHUK	Ship (Set #4) Ship (Set #3) Ship (Set #3) Launch #3 & #4	Subtract .01 mile Subtract .02 miles for sheet PI 2350 Subtract .01 mile for sheets PI 2450 & 2550 Plot as observed
LAG	Ship Launch #3 & #4	Subtract .02 miles Plot as observed
MAN	Launch #3	Plot as observed

Initial Corrections

H-7850 (PI-4250)

H-7850 Insert (FI-16250)

Mean Ships Draft 1.8 fms.

From Pos.	To Pos.	Corr.	From Pos.	To Pos.	Corr.
	A Day 17 July				
1	6 5	-0.2	228 4		0.6
7 Only		0.8	228 5	261	-0.2
7 1	31 2	-0.2	262		-1.4
31 3 Only		1.0	262 1	327 4	-0.2
31 4 Only		0.2	327 5		0.5
31 5	65 4	-0.2	328	362	-0.2
65 5 Only		1.4	362 +1	362 4	-0.4
66 Only		0.2	362 5	end	-0.2
66 1	172 3	-0.2			
172 4 Only		0.2		C-Day 19 July	
172 5 Only		-0.6			
173 Only		-0.2		All Day	-0.2
173 1		-0.6			
173 2	193	-0.2		D-Day 21 July	
193 1	194 2	0.1			
194 3 Only		0.8	1	1 2	-0.9
194 4	195 1	0.1	1 3	end	-0.2
195 2		-0.5			
195 3	195 4	-0.4		E-Day 2 Aug.	
195 5	196	0.3			
196 1		0.0	1	33 4	-0.2
196 2	271 2	-0.2	33 5		0.3
271 3		-0.7	34		0.0
271 4		-0.5	34 1	end	-0.2
271 5	280 2	-0.2			
280 3	280 5	-0.4		F-Day 3 Aug.	
281	292	-0.2			
292 1	296	-0.4		All Day	-0.2
296 1	end	-0.2			
	B Day 18 July				
1	5	-0.2		G-Day 4 Aug.	
5 1	9	0.0		All Day	-0.2
9 1	13 2	-0.2		A-Day (Insert) 4 Aug.	
13 3	57 5	0.0	1	11 4	0.0
	177	-0.2	12		4.0
177 1	178 5	-0.4	12 1	end	0.0
179	213 4	-0.2			
213 5	222 1	0.0		H-Day 21 Aug.	
222 2		0.3			
222 3		-0.2		All Day	-0.2
222 4		0.5			
222 5	223	0.3			
223 1	228 3	-0.2			

APPROVAL SHEET TO ACCOMPANY

SURVEY H-7850

(Field No. PI-4250)

The field work was supervised closely and the boat sheet was inspected daily.

The records and smooth sheet have been inspected and approved.

The survey is considered adequate.



Thos. B. Reed  
CDR. USC&GS  
Comdg. Ship PIONEER

Attention is called to the fact that the distance circles from PRIN were drawn about one minute of longitude in error on the boat sheet. The junction along the south with H-7845 is therefore wider than intended. This error was not noted until after the field work was completed.



STATISTICS FOR HYDROGRAPHIC SURVEY H-7850 (PI-4250)

Ship PIONEER

Project CS-341

Ship PIONEER				
Day	Vol. No.	Date	No. Pos.	No. Stat. Mi.
A	1,2	17 July	340	322.0
B	2,3	18 July	436	364.0
C	3	19 July	14	8.0
D	3	21 July	33	29.3
E	3,4	2 Aug.	81	54.7
F	4,5	3 Aug.	383	264.7
G	5	4 Aug.	95	87.5
H	6	21 Aug.	52	41.2
<b>Total</b>	<b>6</b>		<b>1434</b>	<b>1171.4</b>

Area in Square Statute Miles

535.3



TIDE NOTE

Project CS-341

Ship PIONEER

Field Section 1950

Surveys H-7845, H-7846, H-7847, H-7848, H-7849, H-7850

The portable tide gage at Lopp Lagoon, Cape Prince of Wales, Alaska, (Lat.  $65^{\circ} 46'$  N, Long.  $167^{\circ} 43'$  W) was used for the reduction of all soundings with the exception of those on 18, 19, 21 and 22 August and 10, 11, 12 and 13 September. On these days the portable tide gage at Port Clarence, Alaska, (Lat.  $65^{\circ} 15.4'$  N, Long.  $166^{\circ} 50.8'$  W) was used with a time correction of plus 3 hours and a range correction of 0.5'.

A height of 2.8 ft. on the staff at Lopp Lagoon corresponds to mean lower low water.

A height of 2.4 ft. on the staff at Port Clarence corresponds to mean lower low water.

Hourly heights from the gage at Port Clarence were obtained from the Ship EXPLORER

Tide Reducers

PI-4,250

Fathoms

From	To	Corr.
	17 July	Lopp Lagoon
0619	1100	0.0
1101	2400	-0.1
	18 July	
0000	2304	-0.1
	19 July	
1730	1830	-0.1
	21 July	
0800	1100	0.0
	2 Aug.	
1900	2400	0.0
	3 Aug.	
0000	1200	0.0
1201	1630	-0.1
1631	2400	0.0
	4 Aug.	
0000	0531	0.0
	21 Aug.	
2200	2400	0.0

## TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~

8 March 1951

Division of Charts: R. H. Carstens

Plane of reference approved in 7  
volumes of sounding records for

HYDROGRAPHIC SHEET 7850

Locality Bering Strait, Coast of Alaska

Chief of Party: T. B. Reed in 1950

Plane of reference is mean lower low water, reading

2.8 ft. on tide staff at Lopp Lagoon

17.8 ft. below B. M. 1 (1950)

Height of mean high water above plane of reference is 0.3 foot.

Condition of records satisfactory except as noted below:

*E. C. McKay*  
*Section*  
Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES  
Survey No. H-7850

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
<u>Alaska</u>					(for title)						1
<u>Bering strait (not straits)</u>					( " " )				U.S.G.B		2
<u>Cape Prince of Wales</u>											3
											4
											5
											6
											7
											8
					Names underlined in red are approved 3-6-57. L. Heck						9
											10
											11
											12
<u>Lopp Lagoon</u>					(location of tide gage)						13
<u>Port Clarence</u>					( " " " " )						14
											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. M-7850...

Records accompanying survey:

Boat-sheets ..2..; sounding vols. ..7..; wire drag vols. ....;  
 bomb vols. ....; graphic recorder rolls 2.eny;;  
 special reports, etc. .1 Smooth Sheets.....  
 .....1 Complete ship shore plotting abstract.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.....	1434
Number of positions checked	.....	120
Number of positions revised	.....	✓
Number of soundings revised (refers to depth only)	.....	50
Number of soundings erroneously spaced	.....	✓
Number of signals erroneously plotted or transferred	.....	✓
Topographic details	Time	None
Junctions	Time	6 hrs.
Verification of soundings from graphic record	Time	12 hrs.

Verification by...*D. Svendsen*.....Total time *10.2 hrs.* Date *12/27/51*

Reviewed by...*A. J. Hoffman*..... Time *16 hrs.* Date *6/9/52*

*Stirn - 2 hrs.*

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7850

PI-4250  
FIELD NO. insert PI-16250

Alaska, Cape Prince of Wales, Bering Strait

Project No. CS-341

Surveyed in July - August 1950

Scale 1:40,000

Soundings:

Control:

808 Fathometer

Shoran

Chief of Party - T. B. Reed

Surveyed by - Ship's Officers - R.A. Marshall, B.C. Stokes, Jr.,  
J.O. Phillips, A.C. Holmes, F. Natella, A.R. Benton, Jr.  
A.E. Greaves, P.O. Reimer

Protracted by - A. R. Benton, Jr.

Soundings plotted by - A. R. Benton, Jr.

Verified and inked by - O. Svendsen

Reviewed by - A. J. Hoffman, 9 June 1952

Inspected by - R. H. Carstens

1. Shoreline and Signals

This is an offshore survey and no shoreline is shown.

The survey was controlled entirely by Shoran stations described in the Shoran Summary in the Descriptive Report.

2. Depth Curves and Bottom Configuration

The usual depth curves are adequately delineated. The present survey covers an area of smooth bottom void of any prominent natural features.

3. Sounding Line Crossings

Depth at crossings are in good agreement.

4. Junctions with Contemporary Surveys

The present survey junctions adequately with H-7848a & b (1950) on the northeast, and with H-7847 a & b (1950) on the east. The junctions with H-7845 (1950) on the southeast and

DIVISION OF STAFF

COMMUNICATIONS SECTION - 1000

COMMUNICATIONS SECTION

COMM-8, 1000

COMMUNICATIONS SECTION - 1000

COMM-8, 1000

COMMUNICATIONS SECTION

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COMMUNICATIONS SECTION - 1000

\* The extensive 9-7 fraction should be discarded in lat. 66°31' long 167°22' from an unidentified source as discredited by the present soundings and should be disregarded.

RH Cardew 9/68

COMMUNICATIONS SECTION - 1000

COMMUNICATIONS SECTION - 1000

COMMUNICATIONS SECTION - 1000

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with H-7849 (1950) on the south will be considered in the review of those surveys.

5. Comparison with Prior Surveys

There are no prior surveys in the area by this Bureau.

6. Comparison with Chart 9380 (Print date 8/6/51)  
Chart 9402 (Print date 4/14/52)

a. Hydrography

The charted hydrography originates with early trackline soundings charted since 1908, supplemented by advance information of the present survey contained in Chart Letter No. 799 (1950). Differences between the trackline soundings and present depths are as great as 9 fms. as shown in the following comparison.

<u>Charted depth</u> <u>(fms.)</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Present depth</u> <u>(fms.)</u>
24	66° 01.5'	168° 20.0'	30
25	65° 48.5'	168° 28.5'	30
19	65° 39.5'	168° 19.0'	26
20	65° 53.0'	168° 31.5'	29

← \* The present survey is adequate to supersede the charted information within the common area.

b. Aids to Navigation

There are no charted aids to navigation in the area of the present survey. No new features dangerous to navigation were revealed by the survey.

7. Condition of Survey

- a. The sounding records and Descriptive Report are complete and comprehensive.
- b. The smooth plotting was very well done.

8. Compliance with Project Instructions

The survey adequately complies with the Project Instructions.


9. Additional Field Work Recommended


This is an excellent basic survey and no additional field work is recommended.

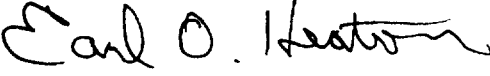


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